

# Proposed Review and Update - San Francisco Bay Area Seaport Plan BPA No. 1-19

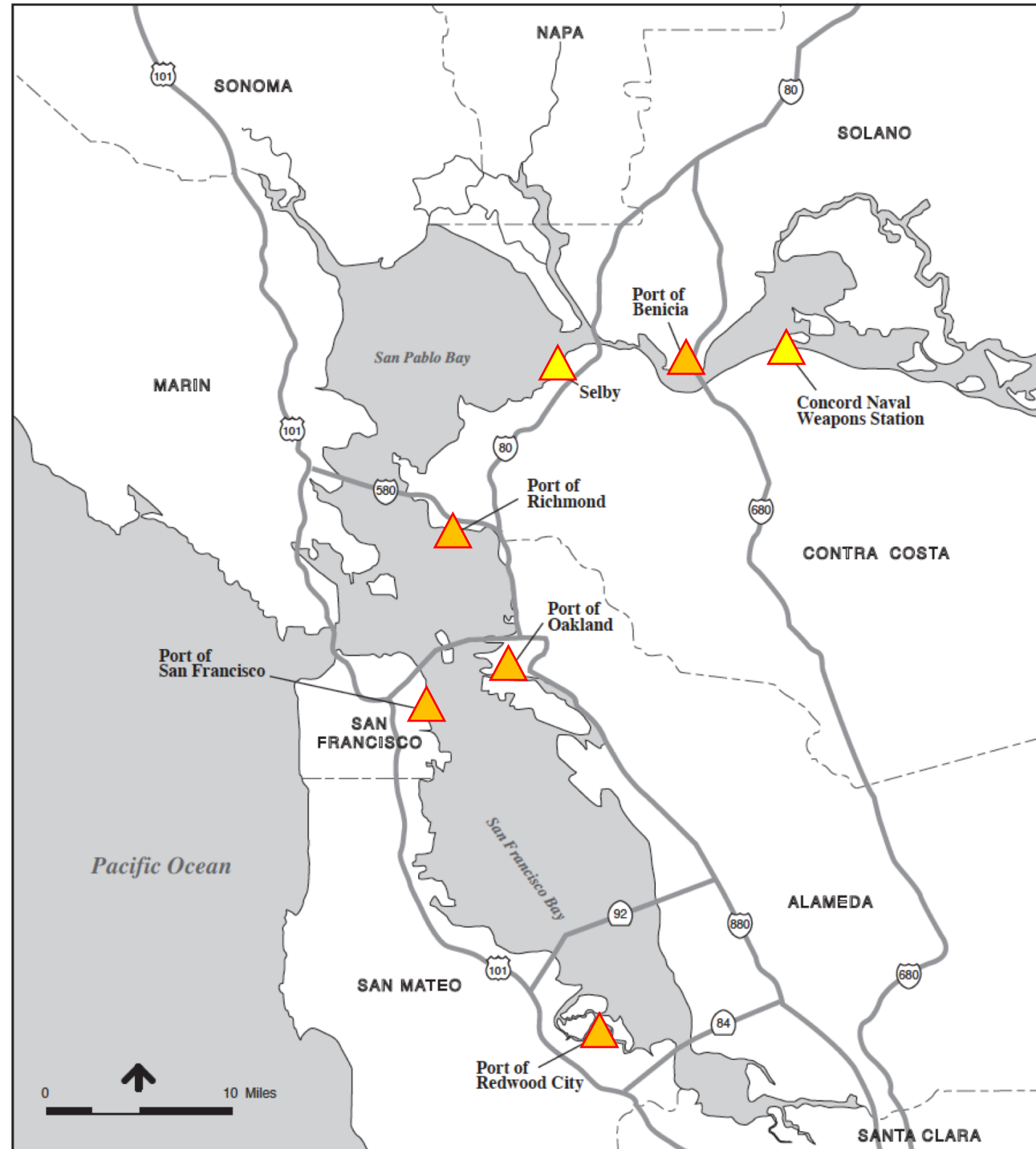
Linda Scourtis and Cody Aichele-Rothman

January 17<sup>th</sup>, 2019



# The Seaport Plan

- Commission reserves shoreline areas for water-related uses, including seaports
- Seaport Plan applies BCDC policies to Port Priority Use Areas
- Priority use designations balance cargo volume with handling capacity
- No requirement to update plan on regular basis



# Seaport Plan Goals



1. Ensure the continuation of the San Francisco Bay port system as a major world port and contributor to the economic vitality of the San Francisco Bay region;
2. Maintain or improve the environmental quality of San Francisco Bay and its environs;
3. Provide for the efficient use of finite physical and fiscal resources consumed in developing and operating marine terminals **through 2020**;
4. Provide for integrated and improved surface transportation facilities between San Francisco Bay ports and terminals and other regional transportation systems; and
5. Reserve sufficient shoreline areas to accommodate future growth in maritime cargo, thereby minimizing the need for new Bay fill for port development.



# Seaport Planning Advisory Committee

- Provides technical expertise on port planning
- Appointed by:
  - MTC/ABAG
  - Maritime Administration
  - Five Bay Area Ports
  - Caltrans
  - Save San Francisco Bay Association
  - BCDC

Vice Chair Halsted and Commissioner McGrath represent the Commission



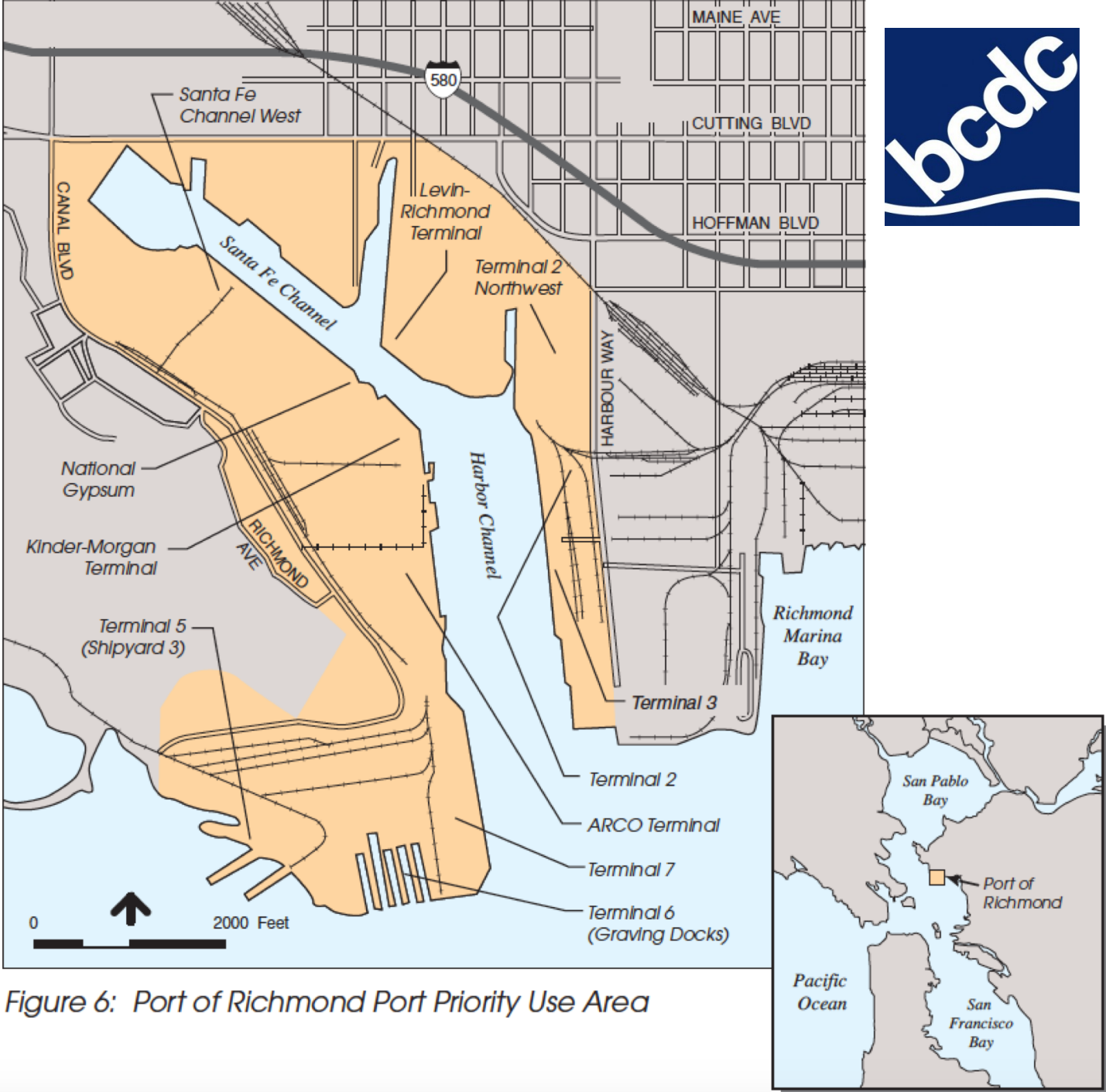
Table 14: Port of Richmond Current Facilities

	TERMINAL 2	TERMINAL 3	TERMINAL 4	TERMINAL 7 (Berths 6c and 7)
Terminal Operator	California Oils	Stevedoring Services of America	Paktank	The Pasha Group
Cargoes Handled	vegetable oils	steel, lumber, heavy machinery, containers	vegetable oil, petrochemical, petroleum products, molasses, tallow	automobiles, earth moving and road making equipment
Total Terminal Area (acres)	8	19	17	119
Length of Berths (feet)	720	1,009	1,065	1,615
Wharf Area (acres)	N/A	2.43	N/A	4.52
Open Storage Area (acres)	N/A	13.57	N/A	110
Depth of Water (ft. MLLW)	35	35	35	35

Table 15: Port of Richmond Future Facilities

TERMINAL	DESIGNATION	TERMINAL ACRES	CARGO TYPE	EFFECTIVE NO. OF BERTHS	EXPECTED THROUGHPUT CAPABILITY*	TOTAL THROUGHPUT*
Terminal 2-3 Includes area NW and S of Terminals 2 and 3	Future	80	Container Neo-Bulk	2.0 2.0	209,000 286,000	418,000 572,000
Terminals 5-6-7 Assumes 33 acres of fill and near-dock intermodal rail facilities	Future	140	Container	3.0	760,000	2,280,000
ARCO Terminal	Future	20	Container Neo-Bulk	0.5 0.5	209,000 286,000	104,500 143,000
Kinder-Morgan	Active	12	Liquid Bulk	1.0	148,000	148,000
Santa Fe NW	Future	13	Dry Bulk	1.0	1,037,000	1,037,000
National Gypsum	Active	22	Dry Bulk	1.0	1,037,000	1,037,000
Levin-Richmond	Active	25	Dry Bulk	1.0 <sup>b</sup>	1,037,000	1,037,000
Totals	Container <sup>a</sup> Neo-Bulk Dry Bulk Liquid Bulk	190 50 60 12		5.5 2.5 3.0 1.0		2,802,500 715,000 3,111,000 148,000

<sup>a</sup> Includes combined container/neo-bulk terminal acreage.  
<sup>b</sup> Although the Levin-Richmond Terminal has three berths, the effective capacity is equal to one berth.  
\*Denotes optimal annual throughput capability, in metric tons.

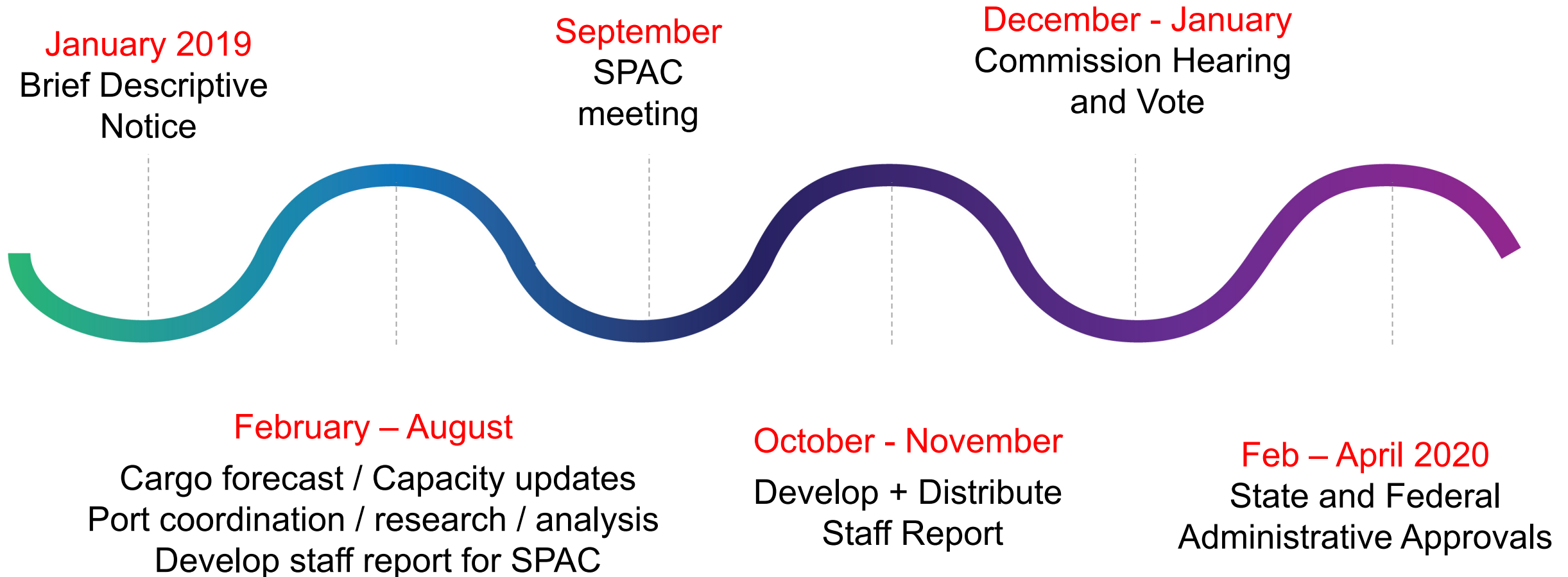




# Seaport Plan Update

- Current plan adopted by the Commission in 1996, with subsequent individual amendments adopted through January 2012
- Cargo forecast sunsets in 2020
- Reflect improvements in cargo handling capacity
- Anticipated port change requests
- Effects of rising sea level
- Discussion of Environmental Justice and Social Equity

# Timeline for the proposed BPA 1-19 process





The staff will propose three recommendations:

- Initiate Update to Seaport Plan (BPA #1-19)
- Initiate consideration for removing the Port designation from Howard Terminal in Oakland (BPA #2-19)
- Allow the Executive Director to enter into an agreement with the Oakland Athletics to pay for the Commission's costs to process request



# Questions or Comments?



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